



THE ACTS OF 1897.

The Cause of the Delay Which has Excited Complaint.

TARDINESS OF CONTRACTORS

Has a Great Deal to do with it—Foolish Criticisms of the Governor and Secretary of State who have Nothing to do with it—Provisions of Law not Complied with—Blunder Beheld with his Contract—Impatience of the Public—Law Needs Amending.

Special Dispatch to the Intelligencer. CHARLESTON, W. Va., Oct. 17.—For some time past there has been considerable complaint from all quarters of the state on account of the delay in the publication of the Acts of the last legislature, and in some newspapers there have been some unjust criticisms of the administration, last week there appearing in the Evening News of Wheeling a criticism of Governor Atkinson and Secretary of State Dawson in this connection. It was a very foolish comment, in view of the fact that neither the governor nor the secretary of state has anything to do with the printing of the Acts.

The primary fault for the delay is with the law and the printer. While it may be generally known, the printer is really Moses J. Donnelly, and the binder is W. J. Johnston, of Wheeling. The only duty of the secretary of state in connection with the acts is to distribute and sell them when they are delivered to him, and to approve the bills for the printing and binding.

WHAT THE LAW SAYS. The law defining the duties of all parties concerned will be found in chapter 16 of the Code. The statute provides that it is the duty of the secretary of state, in case of the failure of the contractors, to report the failure to the printing commission, and it is reported on good authority that Secretary Dawson may, in accordance with this provision, ask the printing commission to investigate the present delay.

One of the chief causes of the delay seems to be the tardiness in the binding. Section 12 of chapter 16 of the Code makes it the duty of the binder to bind the Acts within thirty days after the printed forms are delivered to him. It was learned yesterday at the state house in regard to this matter that the last forms of the printed Acts were delivered to the binder on August 6, and the bound copies should have been in the secretary of state's office by September 6. For some reason or other this was not done, but instead of being delivered by September 6 the deliveries so far have been made as follows:

September 17.....	246 copies
September 29.....	736 copies
October 2.....	642 copies
October 6.....	606 copies
October 11.....	25 copies
October 12.....	76 copies
October 13.....	634 copies
Total.....	2,965

WHO IS TO BLAME?

The law governing the matter provides that when the secretary of state reports such delay to the printing commission, the contract can be given to another. In this case, however, the secretary and the printing commission believed that to have given the contract to another after the thirty days was up would have still further delayed the work.

On inquiry at the office of the secretary of state as to who was to blame for the fact that the last printed form was not delivered to the binder until the 6th of August, the officials said they were unable to say whether it was the fault of the clerk, the public printer, or both. Each gentleman blames the other. Certain it is that at the secretary's office the Acts have been shipped primarily with the law, and an effort will doubtless be made at the next session of the legislature to amend it and rid it of its faults.

Attention is called, in this connection, to the fact that in 1895, when Mr. Dawson now secretary of state, was clerk of the house of delegates, he got the last form of the printed Acts to the binder on the 21st day of May. The Acts, however, were not in circulation until a long while after that date. The trouble, as stated above, seems to be primarily with the law, and an effort will doubtless be made at the next session of the legislature to amend it and rid it of its faults.

JUDGE SNYDER GETS A CONSULSHIP. Speculation About Attorney General McKenna's Successor—Golf Mentioned.

Special Dispatch to the Intelligencer. WASHINGTON, Oct. 17.—The announcement was made yesterday of the appointment of Judge C. P. Snider, of West Virginia, to be consul of the United States at Cuidad, Parfiro Diaz, Mexico. Senator Elkins was at the White House yesterday morning and the appointment followed in the afternoon. The presumption is the senator hastened the announcement by the exercise of persuasive power. His relations with the president are such as cause the local papers to designate him as "one of the most favored."

In discussing the probable successor to Attorney General McKenna, the name of Judge Nathan Goff, of West Virginia, is frequently mentioned. Senator Elkins was asked yesterday if in his opinion the Judge would accept, and he replied in the negative. He went farther, and said he believed Judge Goff would accept the United States consularship.

Hon. John W. Mason, of Fairmont, was in the city yesterday and called on Senator Elkins at the White House. The latter left in the evening for Elkins, to be absent several days, and Mr. Mason about the same hour left for his home.

Murder at Wyoming City. Special Dispatch to the Intelligencer. WELCH, W. Va., Oct. 17.—In a row at Wyoming City, this county, George Kirk shot Albert Lawson, the ball taking effect in the left lung. Lawson will die. Kirk fled to the mountains and has not yet been captured.

Wellman Steel Works Safe. CHESTER, Pa., Oct. 17.—The Wellman steel works, of this place, have been knocked down at sheriff's sale for \$10,000. A. Crozer, who represented the second mortgagee, had become the purchaser. A few years ago the company had \$500,000 of paid up stock and \$500,000 worth of bonds. The present disposition of it wipes out all the stock, all of the \$250,000 five per cent third mortgage bonds and \$149,000 of the second mortgage bonds.

YELLOW FEVER

Increase in the Death Rate at New Orleans—The Agitation Against Quarantine Regulations.

NEW ORLEANS, Oct. 17.—While the new cases did not run up here as rapidly to-day, the deaths were somewhat numerous, having reached five as early as 6 o'clock this evening. One of the fatal cases, however, presented the same old story of neglect and concealment. Dominico Nicolls' case appears to-day under both heads, new cases and deaths. He had been ill some time, but no report of his sickness was made to the board of health and no doctor called in until it was too late to do anything for the man. He was an Italian, more of whom have succumbed to the present fever in proportion than all the other nationalities put together.

William Rockfield, who died to-day, was the bookkeeper of the Metropolitan Bank. He came here a few years ago and has a wife and six children in Germany, and was in good circumstances. He was taken sick Monday.

The agitation against the quarantine regulations of the board of health is encouraging violations of the regulations. There is a very considerable sentiment against continuing the quarantine system, and the result is that the board of health, having reduced the number of its guards, inmates of houses are slipping out into the street whenever they have a mind to. It is no longer considered possible without the large expenditure of money to maintain cordons around infected houses strong enough to prevent egress and ingress. Whether or not the fact that people are coming out of and going into infected houses has had the effect of spreading the fever is a disputed question among the authorities, but the belief is growing that the board will not seek much longer to maintain the quarantine system by which it has hoped to keep down the fever.

The official report of the board of health is as follows: Cases of yellow fever to-day 24; deaths 5; total cases to date 828; deaths 93; recovered 409; under treatment 326.

JACKSON, Miss., Oct. 17.—The state board of health in its official statement to-night chronicles one new case of yellow fever at Cayuga. At Clinton there are three new cases. At Edwards one died this morning. Three new cases are reported there to-day. There are six persons seriously ill, two of whom will probably die within the next twenty-four hours.

NEW ORLEANS, Oct. 17.—It having been currently reported here for some time that the fever was prevailing at Bay St. Louis, Dr. Oliphant, of the Louisiana state board of health, yesterday communicated with Drs. Harolson and Gant, of the Mississippi state board at Biloxi, requesting them to investigate the cases at the Bay. This evening Dr. Oliphant received a message from Drs. Harolson and Gant dated at Biloxi saying:

"Have just returned from Bay St. Louis, visited the cases, seven yellow fever, one suspicious. Surgeon R. D. Murray, of the marine hospital service, who accompanied us, concurred in the diagnosis in each case."

MOBILE, Ala., Oct. 17.—There were five new cases of yellow fever reported to-day. There were four recoveries and no deaths. Total cases to date, 164; deaths, 31; discharged, 101; under treatment, 42.

MONTGOMERY, Ala., Oct. 17.—As far as can be ascertained there have been fourteen cases which have been acted on by the board of health under the suspicious fever head. The board of health to-night made this report: "The board of health of Montgomery and the state health officer, after thorough examination of all cases of sickness in this city deemed suspicious, report that they are unable to pronounce any of them yellow fever."

Lynched for Cold Blooded Murder.

DERMOTT, Ark., Oct. 17.—A lynching in which the victim was a white man named Cole occurred near Wilmot early Friday morning. Cole had committed a cold blooded murder and was pursued, captured and strung up by a posse composed of the murdered man's friends. Cole was of unsavory reputation and a habitual loafer. He was arrested Wednesday by Constable James Jones on the charge of having committed some slight misdemeanor. When taken before a justice of the peace Cole was placed under bond, which he succeeded in giving and was released. As he walked out of the justice's court he muttered a threat against the constable, saying that he was being unjustly persecuted and would get even with the officer. Later Cole secured a double barreled shot gun and, slipping up behind Jones, fired two barrels into the constable's back, killing him instantly.

Killed by Highwaymen. CLEVELAND, Ohio, Oct. 17.—While riding into Elyria on a Lake Shore freight train at an early hour this morning, Romain Operanski, whose home is in Pittsburgh, was attacked by three highwaymen who were also aboard the train. Operanski showed fight and as a result was shot, the ball entering the body between the fifth and sixth ribs. The highwaymen made their escape. Operanski was brought to Cleveland and placed in the Huron street hospital, where he died from his wounds this afternoon. The murderers are thought to be members of an organized gang which frequents the line of the Lake Shore railroad.

Darrant Breaking Down. SAN FRANCISCO, Oct. 17.—Theodore Darrant, the convicted murderer of Minnie Williams and Blanche Lamont, whose fate depends upon the action of the supreme court of the United States, is reported to be breaking down. Within the past few days he has betrayed signs of nervousness and irritability, and even the visits of his parents, to which he formerly looked forward to with almost childish eagerness, have been received with an indifference which shocked his visitors. It is the impression of the jail officials that he will collapse if the decision of the supreme court should prove adverse to him.

Shot by Her Lover. MACON, Ga., Oct. 17.—A special to the Telegraph from Albany, Ga., says: Near Faircloth, Mitchell county, yesterday afternoon, Miss Hurst, the beautiful 16-year-old daughter of Planter J. H. Hurst, was shot and killed by a fatal bullet from the hand of her lover, Mack Lewis. The bullet passed through the young lady's heart, killing her instantly. The whole community is in a fever of excitement. The young couple were out for a drive and according to Lewis' statement, stopped to practice pistol shooting at a target. In taking the cocked revolver from Lewis' hands it exploded. Both families are prominent.

EDITOR DANA DEAD

The Country's Most Brilliant Journalist Passes Away

AFTER A VERY LONG ILLNESS.

All of His Children Present at the Final Hour—The End was Peaceful, Although He Suffered Greatly During the Last Week—He was a self Made Man—Assistant Secretary of War During the Rebellion—The Last of the Old School of New York Editors.

NEW YORK, Oct. 17.—Charles A. Dana, editor of the New York Sun, died at his home in Glen Cove, Long Island, at 1:20 o'clock this afternoon.

Mr. Dana's death had been expected for several hours, and his family and physicians were at his bedside when the end came. His condition had been such for several months that the members of his family had kept themselves in constant readiness to go to his bedside at any moment. On Saturday morning he had a relapse and it was apparent that recovery was impossible. Several times, however, he rallied but toward night began to sink. During the night there were feeble rallies, but they did not last long. This morning it was seen that the end was but a few hours off and his attendants remained constantly at his bedside. The end came quietly.

The extreme heat of Friday and Saturday had much to do with hastening death. On Friday Mr. Dana showed signs of distress and everything possible was done to relieve him. He had been weakened by his long illness and during the summer was several times thought to be on the verge of a fatal collapse, but each time rallied. He did not improve much with the coming cooler weather, and the sinking spells became more frequent.

Only the lightest nourishment and his condition continued. Paul Dana and his sisters, Mrs. Draper, Mrs. Underhill and Mrs. Brannan, were at his home on Saturday morning and were warned to remain there. They were at his bedside when death came. The cause of Mr. Dana's death was cirrhosis of the liver. On June 9 he was at his office apparently strong and healthy. The next day he was taken ill, and he never afterward visited New York. He was 78 years old. Preparations for the burial have not yet been completed.

Charles Anderson Dana was born at Hinsdale, N. H., August 8, 1819. Two years later his parents moved to Gaines, Orleans county, New York, where, on the banks of the Erie canal, and afterward in Buffalo and at Guildhall, Vt., the childhood of this remarkable man was spent.

When he was eleven years of age he became clerk in his uncle's dry goods and notion store in Buffalo. He remained in this position for seven years, occupying his scant leisure with miscellaneous reading, but touching no school books until he was nearly nineteen.

He entered Harvard in 1839, at the age of twenty. His eyesight was seriously affected by too close application and he was obliged to leave his class at the end of the sophomore year. Although he was prevented from completing the course, the university afterward gave him the degree.

Mr. Dana's active career as a journalist began in 1844, on Eliza Wright's Boston Chronotype, where, as he said, he wrote editorials, read exchanges, "did most everything," and drew \$5 a week. In 1847 he went to New York and became the city editor of the Tribune for \$10 a week. The French revolution of 1848 drew him to Europe, whence he wrote weekly letters to the Tribune, the Philadelphia North American and other papers. He remained abroad eight months and then returned to the Tribune, where he labored with Horace Greeley, Bayard Taylor and a galaxy of brilliant men. In the last of his fifteen years' connection with the paper he managed Greeley's campaign for the United States senate, but was defeated through the efforts of Thurlow Weed.

At the conclusion of the war, Mr. Dana engaged in the editorial management of the Chicago Republican, but after a year this enterprise collapsed. Then Mr. Dana came to New York and acquired with his friends the old Sun establishment, which had been owned for thirty years by the Beach family. He took possession of the property at the beginning of 1868. From that time until his death, Mr. Dana was the editor of the Sun in the full sense of the word. Mr. Dana was assistant secretary of war during the rebellion.

Mr. Dana married in 1846, Miss Eunice MacDaniel, who at that time lived in Walker street, New York city.

Express Office Robbed.

OROVILLE, Cal., Oct. 17.—When the Reno stage was leaving Quincy early yesterday morning the driver and express messenger found that the office of the Wells Fargo company had been robbed of the express box, containing \$2,000 in gold. The telephone and telegraph wires leading from Quincy had been cut so that no intimation of the robbery reached any other town until brought by stage to-day, leaving the robbers ample opportunity to conceal their identity and make good their escape.

Fly Wheel Hurts.

SHAMOKIN, Pa., Oct. 17.—Matthew Sturd, an engineer in the Reliance colliery, was fatally injured yesterday by the bursting of a big fly wheel weighing 10,000 pounds. His skull was fractured. The engine house was totally wrecked. Sturd, seeing that the wheel was parting while making one hundred revolutions per minute, leaped from a window but his wheel burst as he touched the ground and a heavy section of it struck him.

Suspended Payment.

CHARLESTON, S. C., Oct. 17.—C. C. Pinckney, Jr., manager and the holder of controlling interests in the Farmers' Mining Company, the Wapoco mills, the Horse Shoe mills and Magnolia Mining Company, suspended payments on Saturday. According to the best information the liabilities are in the neighborhood of \$200,000. No statement of assets has yet been made.

Severe Storm Beats the Record.

DENVER, Col., Oct. 17.—A special to the Republican from Crested Butte, Colo., says: A snow storm struck this locality thirty-six hours ago, which has broken all records here for this time of the year. In addition to thirty-six hours constant down pour, it is still snowing with no indications whatever of a let up.

POSTAL STATISTICS.

Some Interesting Figures—Review of Developments of the Service.

WASHINGTON, Oct. 17.—The annual report of W. S. Shallenberger, second assistant postmaster general, made public to-night, gives an interesting review of the principal developments in the entire postal transportation service of the United States and connecting foreign mails. It shows an aggregate of appropriations for this large part of the postal service for the current year of \$51,041,238; the probable deficiency is \$500,000, making the estimated expenditures this year \$51,541,238. This will be \$1,623,045 or three and one-quarter per cent more than for the fiscal year just closed. The estimate for the fiscal year 1899 is \$53,237,360, which is \$1,796,021 more than the estimated expenditures for the current year. The annual rate of expenditure for the inland mail service in the year just closed was \$49,862,074 and for foreign mail service \$1,791,170, after deducting \$258,029 for intermediary service to foreign countries. The summary of all classes of service in operation June 30 last follows:

Number of routes, 32,481; length of routes, 470,032 miles; annual rate of expenditures, \$49,862,074; number of miles traveled per annum, 429,850,479; rate of cost per mile traveled, 11.84 cents; rate of cost per mile of length, \$106.08; average number of trips per week, 8.00. For star line mail service the estimate for the fiscal year ending June 30, 1899, is \$5,456,000. Last year there was an increase of 6,330,749 miles of travel in star service, so essential to rural districts.

The current year deficiency of \$30,000 is estimated for the steamboat mail service. The estimates for the fiscal year 1899 includes steamboat service, \$470,000; mail messenger service, \$360,000; transportation by pneumatic tubes or other service, \$720,000. Last year there was only one pneumatic tube in operation in the country, that in Philadelphia. Since then four more contracts have been executed in Philadelphia, New York, Boston and between New York and Brooklyn.

As to foreign mails, the report makes an estimate of \$1,901,260 for transportation and \$142,000 for balances due foreign countries. The aggregate cost of this service was \$2,049,199, including \$1,106,275 for trans-Atlantic and \$179,132 for trans-Pacific service.

The report takes an important position as to newspaper mail and a plan to make the profits on short hauls offset the long runs. Mr. Shallenberger says: "There seems to be no good reason why the great bulk of legitimate newspapers carried by the government at great loss to remote places should be permitted to be taken away from the mails by railroad and express companies whenever there is a short haul that would make the carriage of them profitable to the government. The carriage of newspapers, packages, etc., by railroads and express companies may have been justified, perhaps years ago, when the railway mail service was less efficient, but with our present facilities such as may easily be obtained, I am convinced that the department can and would carry the great bulk of newspaper matter that has been for years withheld from the mails and sent in baggage cars and special express trains."

GREAT ENGINEERING FEAT

Span of Iron Railroad Bridge Replaced in Two Minutes and a Half.

PHILADELPHIA, Oct. 17.—The feat of replacing an iron bridge span 242 feet long, 25 feet wide and 30 feet deep with one of the same dimension of steel was accomplished in this city to-day in two minutes and thirty-two seconds. In this space of time nearly 1,700 tons of iron and steel were moved a distance of twenty-five feet, and there was not a slip or hitch in the entire proceedings. This remarkable feat of engineering was accomplished at what is known as the connecting railroad bridge over the Schuylkill, just above Girard avenue. It is the bridge that bears the tracks of the New York division of the Pennsylvania railroad, the busiest division of the Pennsylvania system.

The time set for the replacement was between the passage over the bridge of the Chestnut Hill accommodation trains leaving Broad street station at 2:47 p. m. and 2:55 p. m.

A work train crossed to the eastern end of the bridge and stopped. The gangs of trackmen began to unscrew the rails of the west-bound track on the span. This done, the grapples of the work train took hold of the ends of the rails, the engines started up and the entire length of rails, 242 feet, was snaked off in short order.

Meanwhile four stationary engines, one at each end on level with the bridge foundations and another at each end of the spans securely moored at the base of the bridge piers, were puffing and emphasizing their readiness for the task they had to do. There was said to be less than a hundred horsepower represented in these four engines, yet so well was everything arranged, that they moved the levathan without any apparent over-exertion. Then the signal was given for the little stationary engines to assert themselves. It seemed as if they all started at the identical instant. There was a tightening of the cables, an almost perceptible creek of a wheel somewhere and the big bulk began to move northward. It was like clock work. As the edge of the old iron span began to show beyond the bridge piers, the crowds on the north side of the river set up a shout and as the breadth of the new steel span began to disappear behind the piers the crowds on the southern points of vantage also joined in the cheer, and almost before the cheer had died away, the mighty feat had been accomplished. In just two minutes and thirty-two seconds from the time of starting the engines, the new span occupied the exact position from which the old one had been removed.

Knocked out by Fever.

NEW ORLEANS, Oct. 17.—McPartland arrived to-day prepared to meet Jack Everhardt before the Tulare Athletic Club to-morrow night. Later in the day Dr. Hartman, the club's physician, visited both men. He found that Everhardt had developed malarial fever during the day, and although Everhardt wanted to keep his engagement, the club declared the fight off. The club will try and get Owen Ziegler or Jack Daley to meet McPartland inside of ten days.

Victim of the Opera House Disaster.

CINCINNATI, Oct. 17.—Mrs. Alfred White, one of the injured in the Robinson opera house accident Friday night, died to-night. Two others of the injured are in a critical condition, but with hopes of pulling through. The accident has affected attendance at the theatre so injuriously that the managers have called a meeting for to-morrow to petition the city building inspector and state inspector of buildings to report on the condition of their respective theatres.

WIPED OUT BY FIRE.

The Historic Town of Windsor, Nova Scotia, Destroyed

HALF DOZEN HOUSES REMAIN

Out of Four Hundred—The Area Covered by the Flames Nearly a Mile Square. The Fire was Fanned by a Piercing Gale. Three Thousand People Are Homeless. Among the Structures Spared is King's College—Towns Hill, a California Mining Town, Completely Destroyed—Two Men Burned to Death.

HALIFAX, N. S., October 17.—Historic Windsor, one of the most beautiful towns in the province, was devastated by fire this morning. For six hours beginning shortly before 3 a. m. the fire fanned by a violent northwest gale raged so fiercely that the local fire department was absolutely helpless to cope with it, and within half an hour after its discovery the mayor began to call for outside assistance. Long before noon the town had been eaten up almost completely, the area covered by the flames being nearly a mile square, and of the four hundred or more buildings occupying the section, barely half a dozen scorched structures remain. Among the buildings that escaped are the Windsor cotton factory, King's college, the Anglican church, the Edge Hill school for girls and the Buffin hotel.

The latter is the only hotel left standing. No Nova Scotia town has ever been visited by a conflagration of such dimensions. Of the 3,500 people that inhabited the place, few have homes of their own to-night.

Over 3,000 have been taken in by the residents of the surrounding country and neighboring towns, while the remainder of the sufferers have gone to Halifax or are sheltered in army tents erected in the vacant plots to-night by a detachment of British troops from the garrison city. The disaster is appalling in its extent.

The fire started in a barn behind the marine block in the heart of the business district. The high gale prevailing carried the flames to other buildings before the firemen had time to get to work, and in a short time the showers of sparks carried in all directions had ignited a score of buildings. The occupants of dwellings had time to hurry on some clothing and to drag some household goods into the streets, but there was no place of safety to which anything could be removed quickly enough to save it from being destroyed or damaged. The flames cut a clean gap from the water's edge on the business front to the forests in the rear, bounded by Ferry hill on the south side and by Fort Edwards on the north. During the past few years many handsome brick structures have been erected, but these were generally contiguous to old wooden buildings and all went together before the furious flames.

The origin of the fire is somewhat mysterious. A severe lightning storm passed over the town before the flames burst forth and some think the barn in which the fire started may have been struck by lightning, but many strongly suspect that the conflagration originated through the carelessness of some drunken man. When morning broke, the site of Windsor was a scene of desolation with hundreds of frantic, thinly clad and destitute men and women and children rushing back and forth through the smoky streets. Fortunately no lives were lost, although the streets were perilous with flying bricks and slates which the fierce hurricane drove like thunderbolts from the roofs. In the hurry and excitement horses and cattle in the stables were forgotten and many perished in the flames or were suffocated from the smoke. The ruins of the fire are ablaze to-night, the smoldering embers having been fanned into a blaze, and the heavens are lighted with the flames, which cast their reflection on the river as far as the eye can see on either side. No effort has been made to quench these fires and naturally the occupants of the few houses that remain are afraid that the fire will spring up again. The fire has moderated somewhat and there is no likelihood of further disaster.

Relief measures were started in Halifax at an early hour and this afternoon a train load of provisions, tents, blankets, etc., arrived from the provincial capital. Aboard the train were General Montgomery Moore, Governor Daly, Mayor Stephen and 100 men of the Royal Berkshire regiment and Royal Engineers were brought to attend to the erection of tents and aid in the relief work.

The total loss is estimated roughly at \$3,000,000. While a number of the heaviest losers are partially insured and some of them pretty well covered, the total insurance is calculated to be not more than half a million.

A \$300,000 Blaze.

NEW YORK, Oct. 17.—The seven story factory building at 275 and 281 Spring street, occupied by Flaxmiller & Co., manufacturers of mirrors, plate glass and the Bradley Currier Door and Sash Company, was totally destroyed by fire this afternoon, entailing a loss of \$300,000. Cosmas Christy, sixty years old, and his nephew, Michael Christy, fourteen years old, occupying an apartment in a Roosevelt street tenement house, were awakened from a nap this afternoon to find the house on fire. In their flight they leaped through a window and down an air shaft, where they were found by firemen after the fire had subsided. They were frightfully burned and the old man died at the hospital soon afterwards.

Destructive Forest Fires.

COUDERSFORD, Pa., Oct. 17.—Destructive forest fires are raging in this section. Nelson run, seven miles from Austin, Pa., in the Goodyear district, was burned yesterday with a heavy loss in logs and bark. About twenty camps were burned, the occupants having barely time to escape with their stock, leaving all the household goods and working outfits behind. Several cars and probably ten miles of tracks were burned. There are other fires which, unless checked by rain, will soon cause additional loss.

Mining Town Blotched Out.

AUBURN, Cal., Oct. 17.—The town of Iowa Hill, a mining camp of about 500 inhabitants, was completely destroyed by fire last night. Two men were burned to death and several others injured. The fire started in the Central hotel and within a very few minutes the hotel was a mass of flames and the walls were falling in. Two of the lodgers in the Central hotel, Wm. Golden and Wm. Owens, perished in the flames. Owens' position in the remains of Golden, it is supposed that he never awoke. Owens is supposed, leaped from his room in

the second story, but landing on a fence, was seriously injured and unable to go further. The remains of both were burned beyond recognition, and the only means of identification was the location of their rooms in the hotel and the position of the bodies in the ruins. As to the origin of the fire, it is unknown. It is supposed to be the work of an incendiary. Coroner Auburn is now on the ground investigating.

NEWS FROM GOLD FIELDS.

Many Returning From the Klondike Region—Perils of the Frozen North. VICTORIA, B. C., Oct. 17.—The steamer Danube has arrived, ten days from St. Michaels. She brought eighty-two passengers, most of them men who failed to reach the mines by the all-water route. Some got as far as Fort Yukon and had to turn back. There are twelve miners from Circle City who bring about \$73,000 in gold dust. Most of them have been working around Circle City, but a few are interested in the Klondike claims. A lot of provisions are at Fort Yukon, but it is feared that there is a rush from Dawson it will cause a shortage further down the river. It is predicted that many men will perish in the attempt to escape from starvation by coming down the river.

The steamer H. B. Weare, after being on a sand bar two days, got off and arrived at St. Michaels September 30. She started up again with a lot of freight, but it is feared she will never get up the river. The steamer Alice arrived at St. Michaels September 24 with 130 miners and after starting up again on the 15th, ran around at the mouth of the river.

A party which arrived at St. Michaels from Stobbs, October 3, say that the steamer Merwin, Alice and Marie Island, are frozen in at the mouth of the Yukon and fears are entertained that they will all be destroyed when the river breaks up in the spring.

Passengers who started up the river on these steamers, were endeavoring to get to St. Michaels overland. The steamer Healy, which, with a barge was loaded at St. Michaels, unloaded when the news came from Stobbs. The Excelsior and schooner Navarre, with a tow, arrived at St. Michaels October 3.

H. B. Tucker, correspondent of the Associated Press, of Troy, N. Y., died of exhaustion on the trail a few miles from Rampart City. He and a friend started out at night with little food, to locate claims on Hoosier creek. He spent two days and nights in the woods, the turning back. Tucker fell from exhaustion. His friend went for assistance, but when it arrived, Tucker was dead.

Of the men who reached St. Michaels recently, most of them have been working for wages in the vicinity of Circle City. They made the trip to Fort Yukon in row boats and from there came down in steamers. There was not \$100,000 in the whole crowd, so that the rest of the boats this fall will bring very little treasure. There is considerable talk among the men who failed to get in of taking action against the steamship companies which took them up, particularly against the owner of the Eliza Anderson. Of a thousand odd men who started since July, not one-third are miners. Some are still at Fort Yukon hoping to get in early in the spring, but a large majority are coming south. Mayor Wood, of Stobbs, and his party, got their steamer built and started up the river, but they cannot go far as they are sure to meet floating ice, if they escape the sand bars. There are now eight steamer on the river as against five last year, so there will be lots of food at Dawson after the river opens in the spring. Some of the men who reached Circle City on the steamer Hamilton will try to push on to Dawson over the Yukon. No news comes from Dawson.

Returned Klondikers.

YOUNGSTOWN, O., Oct. 17.—Mr. and Mrs. Thomas S. Lippy, Kinsman, O., a few miles north of here, have returned from a successful trip to the Klondike gold fields, to which place the went in April, 1896. Mr. Lippy was seen at his home by an Associated Press representative and affirmed the report that he has cashed in \$37,000 worth of gold, and had left a claim there worth \$1,000,000. Mr. Lippy said that he left five men there to guard his claim, and that he and his wife will return to it in March and remain through the "clean up," when they will again return to civilization. They made the journey back on foot and by sleds and boats until they reached the Bering sea. Mr. Lippy advised all not to attempt to make the trip before spring sets in.

Shot While Hunting.

CLEVELAND, Oct. 17.—Warren Reynolds, aged eighteen, the son of Mrs. Reynolds, treasurer of the Wade Park Banking Company, and a sophomore at Case School of Applied Sciences, was shot and killed last night while hunting, and died this morning. He was with Leslie Stain and William McClure, two fellow students, duck shooting on a marsh several miles east of the city. Stain attempted to change the gun from one side of the boat to the other, when one of them was discharged, the load of shot tearing off one of Reynolds' hands and striking him in the abdomen. The boys tried to summon help, but finally carried their companion a mile on a plank. It was four hours before they could get a surgeon, and by that time it was impossible to save the young man's life. He died this morning. Stain and McClure are so badly prostrated by the accident that they are under the care of physicians.

Help From Kansas City.

KANSAS CITY, Mo., Oct. 17.—The local single tax league at the regular meeting has adopted resolutions endorsing the candidacy of Henry George, candidate for mayor of Greater New York, tendering their support and forwarding a subscription to help defray the expenses of his campaign.

Movements of Steamships.

NEW YORK—Arrived: Ogdan, Rotterdam. QUEENSTOWN—Sailed: Lucania (from Liverpool), New York. NEW YORK—Arrived: Havel, Bremen.

Weather Forecast for To-Day.

For West Virginia, fair Monday; north-east winds. For Western Pennsylvania and Ohio, fair Monday; slowly rising temperature; light to fresh easterly winds.

Local Temperatures.

The temperature Saturday as observed by C. Behr, Jr., Druggist, Corner Fourteenth and Market streets, was as follows:

12 m.....	85	Weather—Fair.	
Sunday.			
7 a. m.....	50	3 p. m.....	83
9 a. m.....	57	7 p. m.....	80
12 m.....	64	Weather—Clear.	